

ABSTRACT OF THE DISCLOSURE

An intake air control valve of the invention has a valve body and a valve holder, and is attached to a communication hole on a partition wall separating a surge tank chamber within a surge tank of a multiple cylinder internal combustion engine by fitting and inserting a valve holder. A valve hole is formed within the valve holder, and a butterfly type valve body is attached via a valve shaft so as to freely open and close a valve hole. A seal member is fitted to a groove provided in a peripheral edge portion of the valve holder. The seal member is formed by a fitting and attaching portion fitted and attached to an inner side of the groove of the valve holder and a leading end seal portion brought into contact with an inner peripheral portion of the communication hole in the partition wall. Recess portions open to an inner side of the groove is provided in the fitting and attaching portion in parallel in a longitudinal direction so as to be sectioned by a plurality of ribs. Accordingly, it is possible to prevent the seal member fitted to a peripheral edge portion of the valve holder from falling away and it is possible to secure a good sealing property at a time of full closing.